

**To:** Meer, Daniel[Meer.Daniel@epa.gov]  
**From:** Allen, HarryL  
**Sent:** Thur 9/29/2016 3:50:40 AM  
**Subject:** Re: SITUATION BRIEF - 28 SEP 16 - SPIRIT OF SACRAMENTO

That's right. It's better for us. Close commute. CoCo county will get the scrap off. Corps will give them a lot of leeway w the property.

Sent from my iPhone

On Sep 28, 2016, at 8:43 PM, Meer, Daniel <[Meer.Daniel@epa.gov](mailto:Meer.Daniel@epa.gov)> wrote:

So no go to West Sac?

Sent from my iPhone  
Daniel Meer  
Assistant Director  
Superfund Division  
USEPA, Region 9

On Sep 28, 2016, at 5:45 PM, Allen, HarryL <[Allen.HarryL@epa.gov](mailto:Allen.HarryL@epa.gov)> wrote:

Vessel Spirit of Sacramento sunk at Bethel Island in Contra Costa County earlier in September. It has successfully been parbuckled and will be raised tonight. The crane barge DB General has been mobilized from Seattle under contract to USCG under an Oil Pollution Act project number.

OSC Reiner is currently on scene with the CG and CA FW OSPR. USCG contractors will tow the barge to the Army Corps yard in Sausalito tonight thru tomorrow where it will be moored. At that time CG will complete all oil removal activities - probably finishing their work by late Friday.

Using the ER TO ERS will take over the "pump watch" to maintain the vessel's buoyancy and begin to identify and remove all haz waste and asbestos. OSC Reiner is coordinating Case is pending.

Sent from my iPhone

Begin forwarded message:

**From:** "Urrutia, Jacob D LTJG" <[Jacob.D.Urrutia@uscg.mil](mailto:Jacob.D.Urrutia@uscg.mil)>  
**Date:** September 28, 2016 at 5:19:07 PM PDT  
**To:** Sector San Francisco Command Center  
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 Estevan LCDR" <[Estevan.Olivera@uscg.mil](mailto:Estevan.Olivera@uscg.mil)>, "Allen, HarryL"  
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[<Todd.Ajari@wildlife.ca.gov>](mailto:Todd.Ajari@wildlife.ca.gov), "Reiner, Chris" <[Reiner.Chris@epa.gov](mailto:Reiner.Chris@epa.gov)>  
**Subject: SITUATION BRIEF - 28 SEP 16 - SPIRIT OF SACRAMENTO**

Good evening CAPT Ceraolo et al,

Please find the following situation summary of multi-agency actions for the R/V SPIRIT OF SACRAMENTO response.

IMPORTANT: This brief is for internal briefing purposes only and not intended for external distribution.

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 SITUATION - 28 September 2016  
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BLUF: All softeners were successfully installed this morning, and DB GENERAL arrived on scene this afternoon. Rigging and booming strategies were implemented, and parbuckling operations were successfully completed this evening. Contractors continue preparing the vessel to be lifted. Multiple on-camera interviews have been conducted. The Oil Spill Liability Trust Fund

remains at \$2,000,000.00. The total project cost to date is approximately \$460,000.00.

At approximately 0025 local on 04 September 2016, Coast Guard Sector San Francisco received notification R/V SPIRIT OF SACRAMENTO was taking on water from the stern and that the engine room was actively flooding. The 87 foot vessel was in the vicinity of Franks Track near Bethel Island. Coast Guard Station Rio Vista responded and ensured the two persons on board made it safely ashore. Six hundred gallons of diesel fuel was reported on board. No sheen or active discharge was observed by Station Rio Vista. The vessel was reported to be partially submerged and anchored but was not deemed to be a hazard to navigation. The Sector San Francisco Incident Management Division (IMD) was unable to reach the owner and issued a Notice of Federal Interest (NOFI) via voice mail. Due to the time of the incident, safety concerns for response personnel and no available resources, the IMD duty team was not able to get on scene until later that morning. At 1030 local the vessel was capsized and upside down in the water; a small sheen was observed. The vessel owner was still unreachable. Due to the proximity of sensitive sites, the pollution potential and complexity of the response, the SPIRIT OF SACRAMENTO was determined to be a significant risk to the environment, and the FOSC authorized access to the Oil Spill Liability Trust Fund (OSLTF) for \$100,000. Global Diving and Salvage Inc. (Global) was hired to deploy boom and conduct pollution mitigation operations. There are no known impacts to wildlife or sensitive sites at this time. A safety zone is in place. The vessel's orientation has shifted from inverted to lying on its starboard side submerged. An estimated one gallon of oil was observed within the containment boom that was recovered using sorbent pads, and an estimated total of 4 gallons of unrecoverable sheen has been observed.

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ACTIONS TAKEN -  
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1. All softeners were successfully installed this morning by Global as advised by SERT.
2. DB GENERAL arrived on scene at approximately 1415. Divers rigged the vessel for the parbuckle, and Patriot Environmental Services implemented preplanned booming strategies.
3. Parbuckling operations were successfully completed by the DB GENERAL. Contractors are currently preparing the vessel to be dewatered and raised.
4. OSPR and Contra Costa County vessels continue enforcing the safety zone.

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FUTURE PLANS -  
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1. A tug will tow R/V SPIRIT OF SACRAMENTO to the U.S. Army Corps of Engineers facility in Sacramento immediately after the vessel is parbuckled and dewatered.

2. Oil and hazardous materials are still scheduled to be offloaded once the vessel arrives at the U.S. Army Corps of Engineers facility.

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MEDIA INTEREST -  
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1. The most up to date press release was published 28 September 16 and is available at <http://www.uscgnews.com/go/doc/4007/2886934/>

2. Three on-camera interviews were conducted today (KCRA, FOX and East Bay Times), and media crews were transported to the scene to take photos and video.

3. Media availability for tomorrow pends.

4. An updated release is scheduled to be published this evening along with photos and video.

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WEATHER OUTLOOK -  
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1. Wednesday Night  
Clear, with a low around 56.

2. Thursday  
Sunny, with a high near 80.

3. Thursday Night  
Mostly clear, with a low around 53.

4. Friday  
Sunny, with a high near 76.

LTJG Jake Urrutia, Situation Unit Leader U.S. Coast Guard Sector San Francisco  
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